



TDD Steering Committee Quarterly Update

2/15/2023

ONAL DEVELOPM

COMMITTEE & TEAM INTRODUCTIONS

Gary	Hammond	East Chicago	Ogden Dunes
Trent McCain	Brian Poland	Debbra Gritters	Scott Kingan
Porter	Portage	Michigan City	South Bend
Michael Barry	AJ Monroe	Skyler York	Tim Corcoran
	Dyer	Munster	Beverly Shores
	Scott Jefferson	Lee Ann Mellon	John Blackburn
RDA	Policy Analytics	KPMG	MKSK
Sherri Ziller	Bill Sheldrake	Vince Dolan	Eric Lucas
Amy Jakubin	David Reynolds	Kelly Nelson	Aaron Kowalski
David Wellman			Tori Luckenbach

Agenda

A close-up photograph of a hand in a dark suit jacket holding a wooden gavel. The gavel is positioned over a light-colored wooden desk. In the background, a lamp with a white shade is visible, casting a warm glow. The scene is set in what appears to be a courtroom or a formal meeting room.

- **Welcome and Introductions**
- **Election of Chairperson**
- **Approval of Minutes from November 16, 2022**
- **RDA Update on Rail Projects**
- **TDD Boundaries Update**
- **TDD Implementation**
- **TDD Planning Process Update**
- **Legislative Update**
- **Next steps and questions**

Update on the Rail Investment

Development of the new rail lines and stations is progressing at a steady pace.

West Lake Corridor

- 9-mile extension of existing SSL service between Dyer and Hammond, includes four new stations, a maintenance and storage facility, refurbishment of 32 rail cars, and construction of 2,322 parking spaces.
- Utilizing Design-Build contracting structure, contractor tasked with completing design elements before beginning construction of them.
- Design is 83.1% complete; designs of train operating systems, retaining walls and major bridges remains in progress.
- Contractor has split the project into three construction segments (north, central and south) to focus activities, with a higher level of activity in the Central segment to date.
- Construction is 18.0% complete; most of construction activities have been site work including earthwork for railroad track bed, utility relocations, storm water drainage systems and retaining walls.
- All commercial/industrial demolitions have been completed.
- Construction Substantial Completion projected on May 28, 2025.
- Revenue Service Date projected on May 20, 2026.

South Shore Line (Double Track)

- 25-mile project area, includes 16 miles of new second track, the closing of 20 grade-level crossings in Michigan City, and the elimination of “street running” in Michigan City.
- DT1 (Main rail project): Relocation of the track from 11th Street in Michigan City and paving of the street is largely complete. Rail work will resume when the construction season starts in March with work continuing west of Dune Park. Bus operations continue between Carroll Ave Station and Gary Metro Station.
- DT2 (MC 11th Street Station): Repairing of the terra cotta façade continues. Design of garage is nearly complete. Developer has gone out for procurement of garage components. NEPA reevaluation is in final stages.
- DT3 (Gary Miller Station): East parking lot is complete and construction of station house roof trusses, decking, masonry and exterior walls are underway.
- DT4 (Portage/Ogden Dunes Parking Lot): Project is complete.
- DT5 (Dune Park East Parking Lot): Project is complete.
- Construction Substantial Completion projected on January 17, 2024
- Revenue Service Date projected on November 11, 2024



TDD Boundaries

Update

Established TDD Boundaries

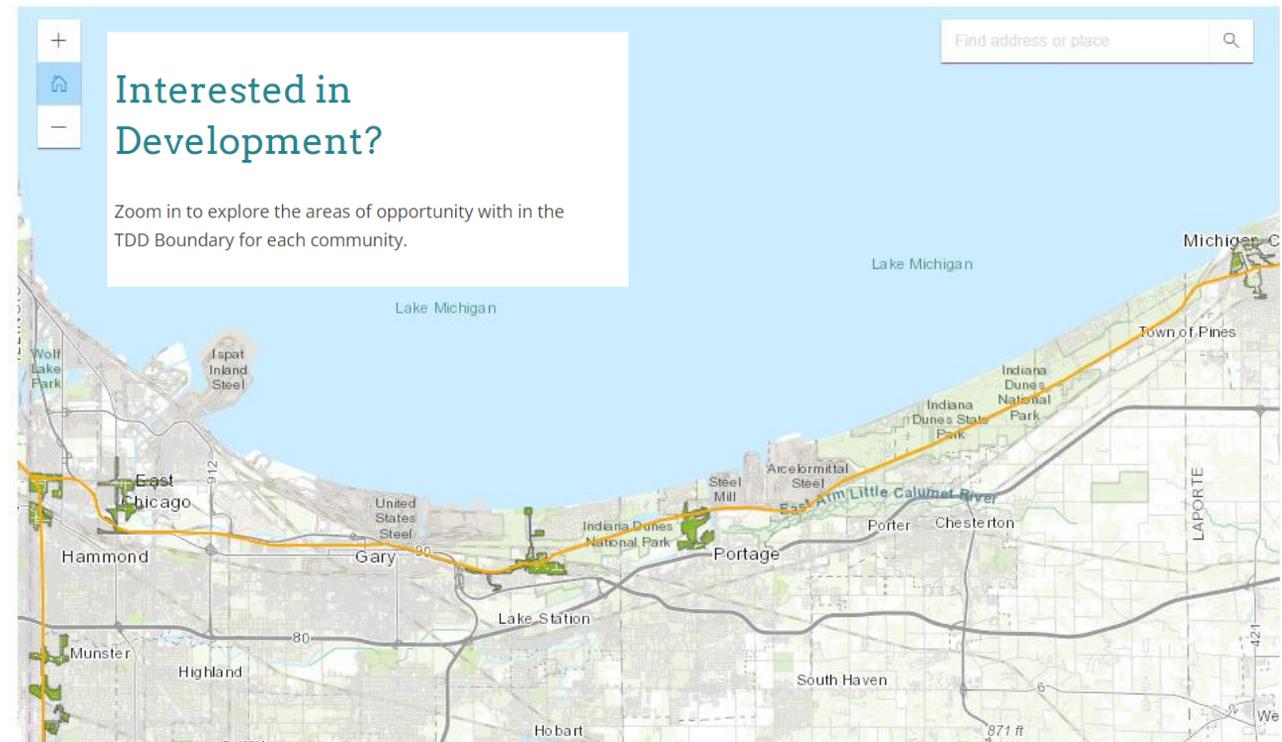
Upcoming Engagement –Spring 2023

- Re-cap presentations on TDD’s for new elected/appointed officials (at request of local units)
- TDD “Road Show” to negotiate MOA’s and introduce Developer Process Guide
- Development implementation technical assistance (at request of local units)
- Development sites interactive map on NWITDD.com website (upcoming)



Home What's your interest? Wh

Development Opportunities



To be established TDD Boundaries

Upcoming Engagement –Spring 2023

- Gary Metro (boundary process targeted for 2024)
- Hammond South (boundary process targeted for 2024)
- Dune Park (boundary process targeted for 2024)
- Beverly Shores/Pines (boundary process targeted for 2024)

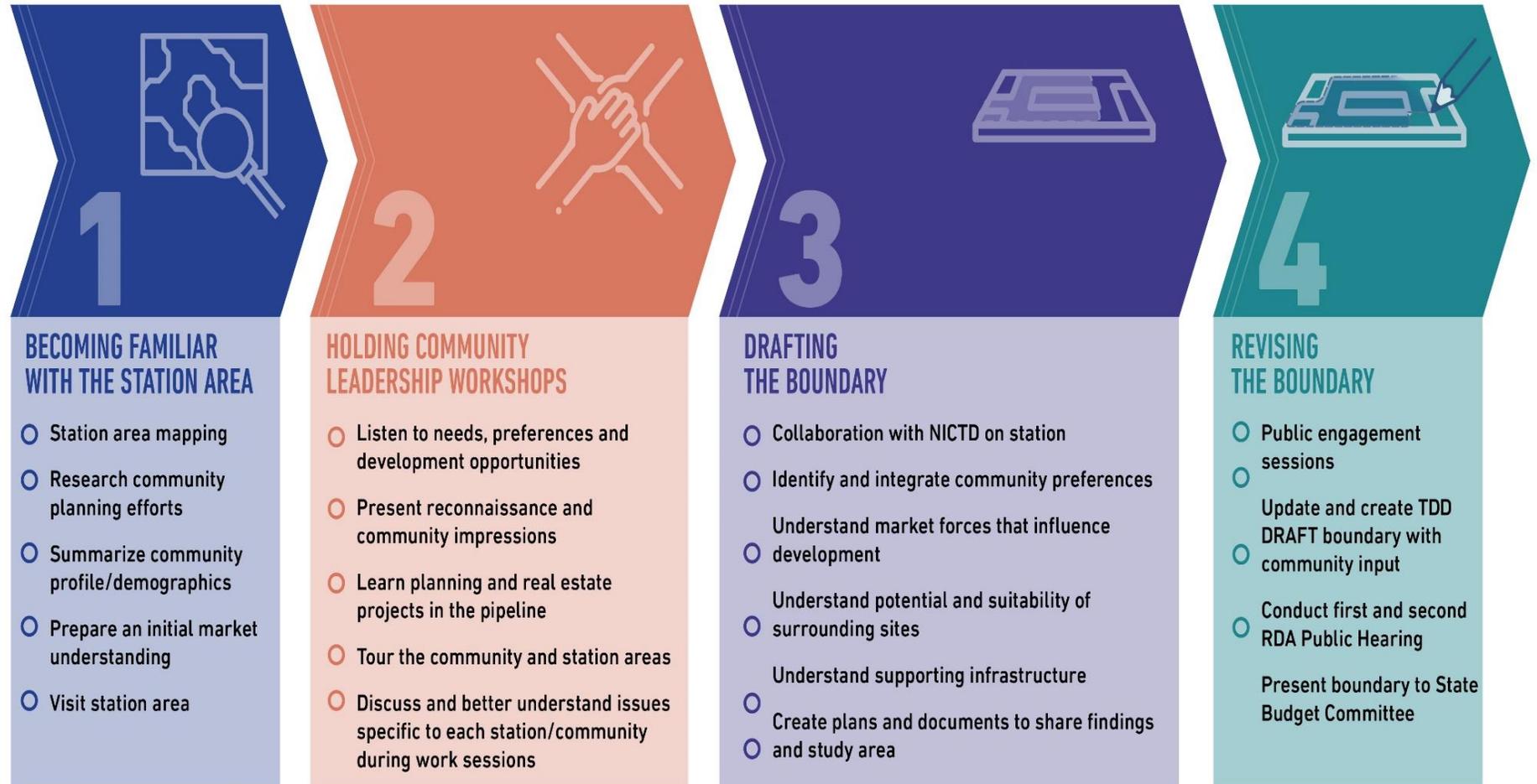
- South Bend Airport (eligible for TDD boundary pending further information from the City, NICTD, and the Airport Authority on the station location)



To be established TDD Boundaries

Process for TDD Creation/Expansion

- Process for creating a new or expanding a TDD boundary





TDD Implementation

Update

Established TDD Boundaries

Development Underway

- **Development Projects within TDD boundaries**
 - Updates from TDD Steering Committee Members
 - Michigan City Station Downtown multi-family, mixed-use and hotel development
 - Hammond Downtown mixed-use and adaptive re-use development





TOD Planning Process

Update

TOD Planning Process Update

Timeline

- **Remaining Work**

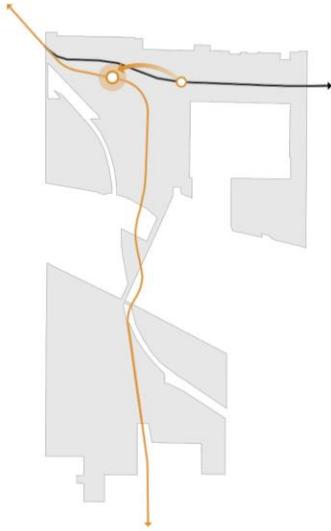
- The RDA and MKSK are finishing up planning tasks with local units and plan to release a draft to each community for review and comment in the next month.
- Schedule review meetings (multiple with each community to discuss TOD recommendations)
- Provide presentation and planning summary for review (including technical appendix items addressing individual community needs)

- **Highlights**

- Gary Metro Downtown Revitalization Strategy and Gary Metro Station pitch materials
- Hammond Downtown and Gateway development and infrastructure strategy
- Portage conservation development concepts

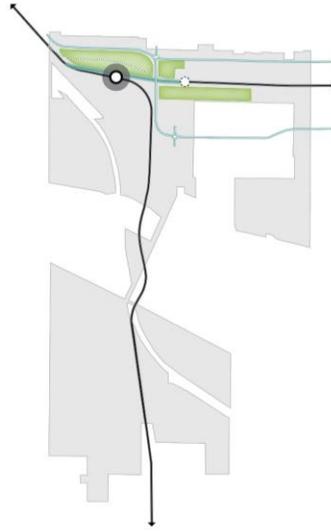


TOD Planning Process Update – Hammond Big Moves



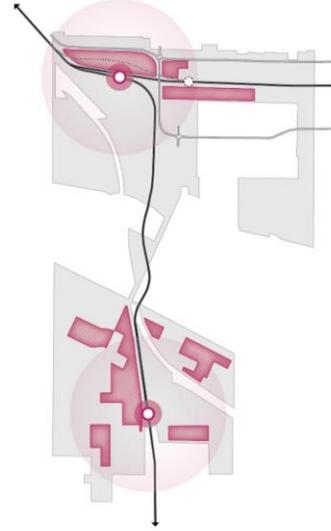
Station Relocation & West Lake Corridor

In conjunction with the new West Lake Corridor, the current Hammond South Shore Station will be relocated to the west where both rail lines meet: the Hammond Gateway Station. Hammond will benefit tremendously from having future access to both the South Shore Line and the West Lake Corridor.



Rail & Roadway Realignment

The South Shore Line will be realigned to converge with the new West Lake Corridor and create a single station platform serving both lines. The Chicago/Gostlin Street reconstruction, which is already in progress, will realign these roadways and select intersections. These two projects will create larger development sites immediately surrounding the new Hammond Gateway station.



TOD Opportunities

In addition to the Hammond Gateway station, a future Downtown Hammond Station is being planned along the West Lake Corridor to serve the downtown area. These two stations create numerous transit-oriented development opportunities for the City of Hammond.



Hohman Avenue Corridor

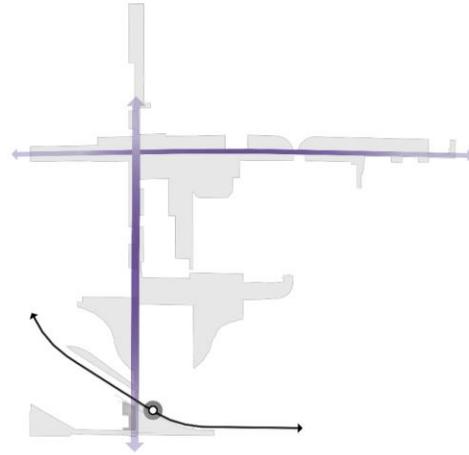
Hohman Avenue is the primary corridor of downtown and an important connector from downtown to North Hammond. As conceptualized in the downtown master plan, Hohman Avenue should be enhanced with streetscape and multi-modal mobility improvements.

TOD Planning Process Update – East Chicago Big Moves



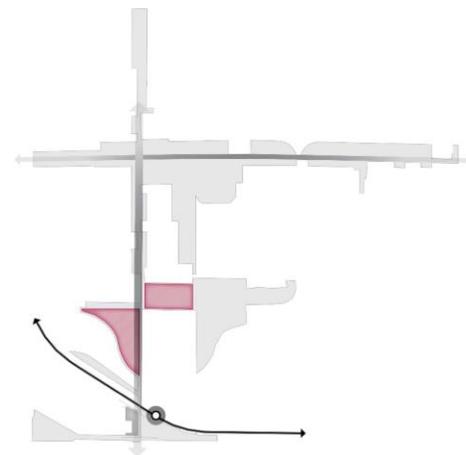
Station Area TOD

Redevelopment potential in the Roxana neighborhood immediately adjacent to the station has prime frontage along Indianapolis Boulevard and is East Chicago's greatest transit-oriented development opportunity. Ensuring safe connections to the station from new development and the existing neighborhood is crucial to activating this area.



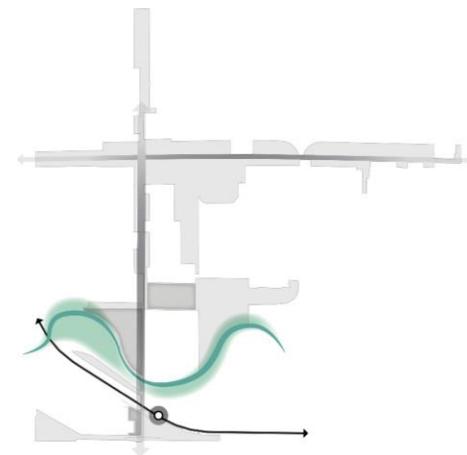
Corridor Improvements

Indianapolis Boulevard, particularly the segment south of 151st Street, is in need of design enhancements to increase walkability, improve traffic flow, and increase safety for all. Chicago Avenue is also an important commercial corridor in need of investment.



Industrial Repositioning

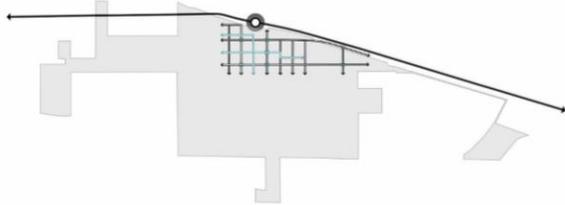
Industrial sites north of the Grand Calumet River have potential to be rethought as residential neighborhoods with a mix of housing types. Commercial and employment uses as well as green space should act as buffers from nearby industrial uses.



Re-envision the River

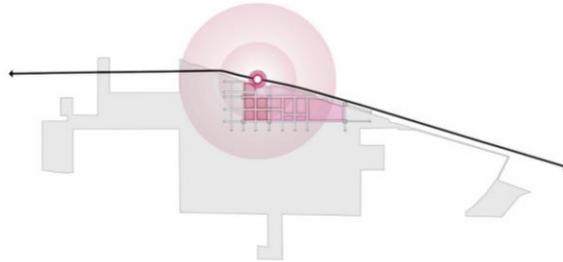
Cleanup efforts are already underway for the Grand Calumet River in East Chicago, and there lies a special opportunity in the Roxana Marsh to activate the river corridor as a natural community amenity.

TOD Planning Process Update – Gary Downtown Big Moves



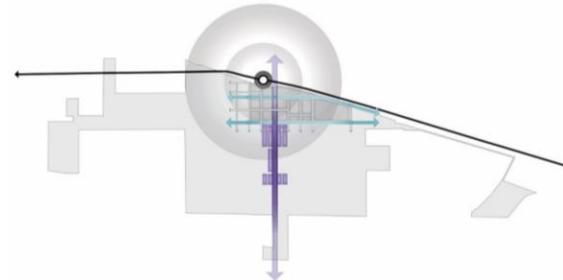
Re-establish the Grid

The current scale of street blocks in the downtown core support large civic buildings. Re-establishing a pedestrian-scale grid includes activating Washington Street, for a north-south connection to Gary Metro Station, and introducing a mid-block crossing east-west through to Massachusetts Street. Safe-crossings are proposed at Broadway Ave., and W 4th and 5th Avenues.



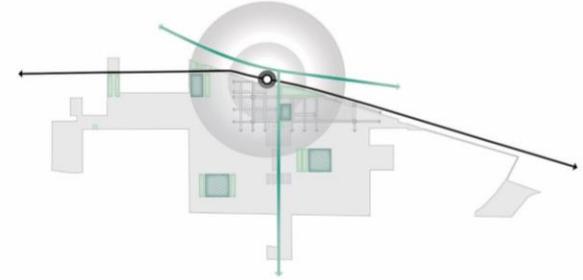
Station Area TOD

The Gary Metro Station acts as an anchor, with mixed-use development clustered along new north-south and east-west street block connections. Development potential can be explored from low to high density, with a strategy to identify and acquire properties for interim, mixed-use.



Corridor Improvements

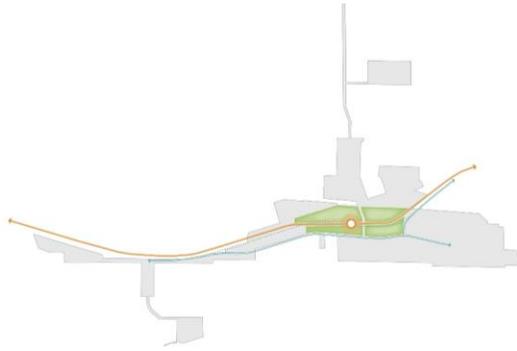
Broadway Avenue is identified as an activated corridor, with mixed-use and commercial development that responds to an enhanced pedestrian realm. Proposal for a complete street design includes a "green buffer," and multi-use paths to promote bicycling, car, and bus transit. W 4th and 5th Avenues should have safe crossings, along with a two-way traffic conversion.



Activated Public Spaces

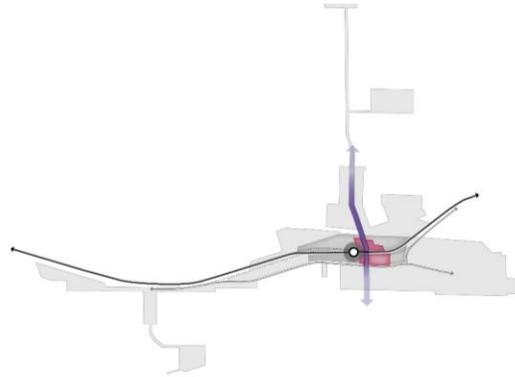
Access to open space is prioritized within the development strategy. A central open green space connects the mixed-use development clusters and activates the public realm for future community-based events. A proposed bike path/park trail creates a network of open spaces with the existing anchor parks.

TOD Planning Process Update – Gary Miller Big Moves



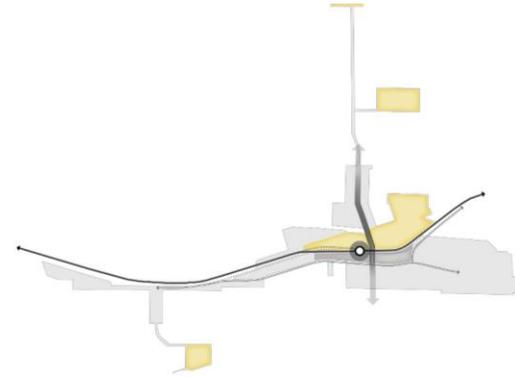
Rail Relocation & Road Realignment

As part of the Double Track Project, the South Shore rail is shifting alignment through the Gary Miller Station Area. A redundant segment of US 12/Dunes Highway, which runs parallel to the South Shore Line, is closing and redirecting traffic on US 20/Melton Road. These two projects have created more developable area on either side of the rail.



Lake Street TOD

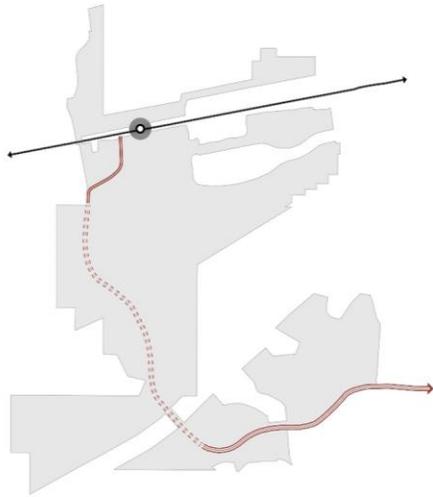
Transit-oriented development opportunities at the intersection of Lake Street and the South Shore Line have potential to transform these blocks adjacent to the station and build upon the revitalization efforts of the Lake Street corridor.



Residential Neighborhoods

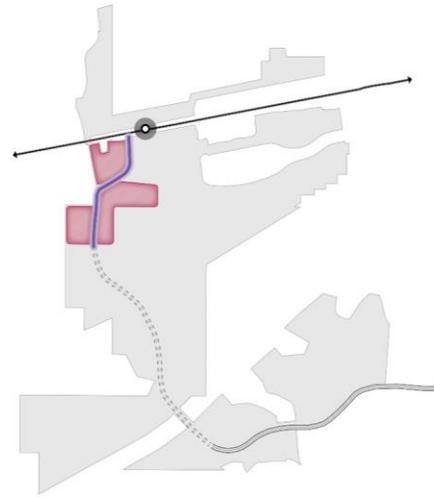
Several opportunity sites in the Miller area could develop both near the station area and elsewhere in the community. There is potential for multiple housing types that would complement and enhance existing neighborhoods.

TOD Planning Process Update – Portage/Ogden Dunes Big Moves



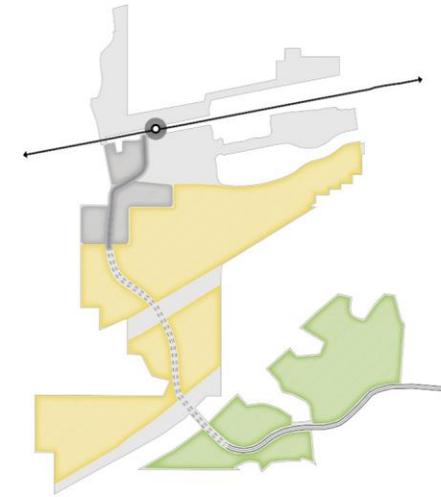
Burns Parkway Extension

An extension of Burns Parkway is currently being designed that will create a major access corridor through the TDD boundary from IN 249 to US 12. This new roadway will also establish crucial connectivity to the station area from major roadways.



Mixed-Use Town Centers

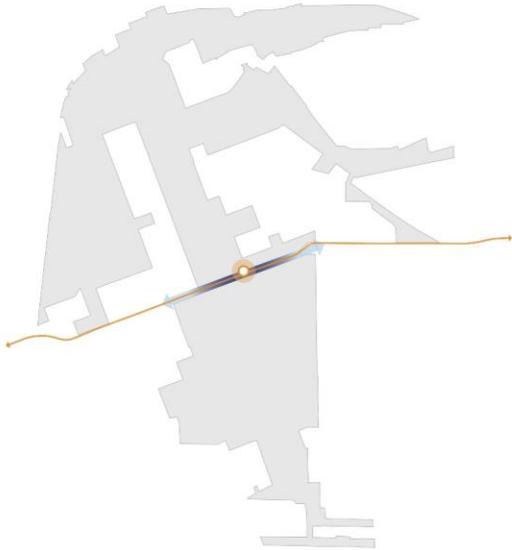
The new Burns Parkway creates the opportunity for a new epicenter for mixed-use development, especially immediately adjacent to the station area. Long-term potential for transit-oriented development exists as joint development may occur on the planned commuter parking lot along US 12.



Conservation-Style Subdivision

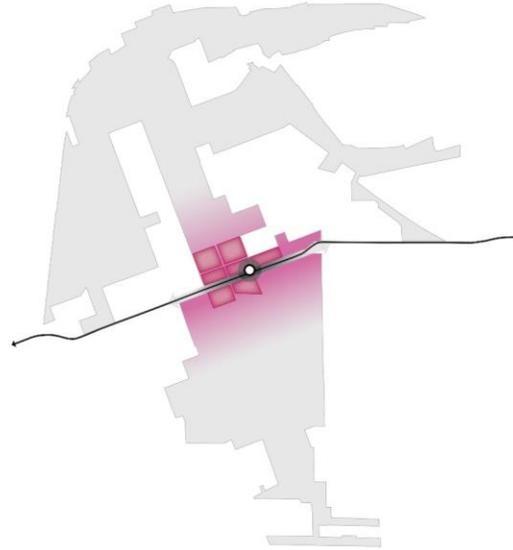
Development in Portage is facilitated by a large amount of available greenfields and city-owned property within the TDD boundary. This area can support a mix of residential types, including conservation-style development that would preserve and celebrate existing natural features. Additionally, South of the Portage-Burns Waterway, the Portage is already preparing for office/employment development.

TOD Planning Process Update – Michigan City Big Moves



11th Street Corridor

The corridor where 11th Street aligns with the South Shore Line is being redesigned to improve traffic flow and commuter rail operations in this section of Michigan City. 11th Street is also receiving a new streetscape design, and vehicular circulation to and from 11th Street is changing at some locations.



Downtown TOD

Medium-density mixed-use redevelopment of several blocks surrounding the 11th Street Station would create an enhanced and amenitized transit hub for downtown Michigan City. Increased activity around the station can catalyze development south of 11th Street and enhance overall downtown revitalization.



Franklin Street Corridor

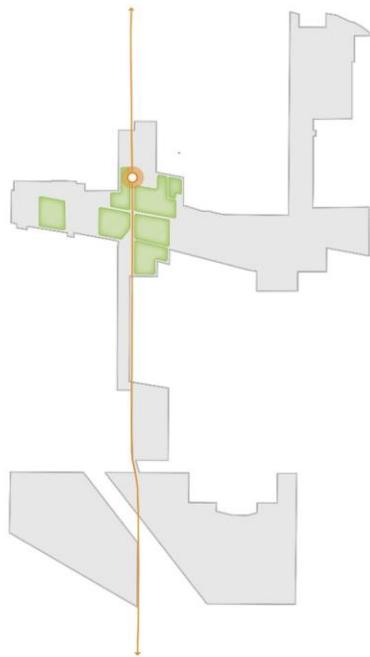
Improvements to Franklin Street would enhance the existing commercial corridor and create an opportunity for a new gateway into the station area anchored by high-quality development..



Waterfront District

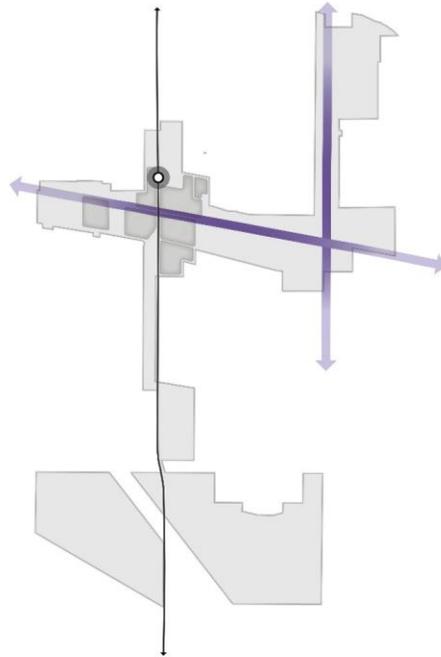
Further north towards Trail Creek, higher density waterfront district development of underutilized areas could complement existing revitalization efforts downtown.

TOD Planning Process Update – Munster Ridge Road Big Moves



 **Ridge Road TOD**

Several sites at the key intersection of the Monon Trail, Ridge Road, and the future West Lake Corridor have potential to be redeveloped into high-quality mixed-use development. Development of multiple housing types and commercial uses could enhance existing neighborhoods and serve both the community and commuters.



 **Corridor Improvements**

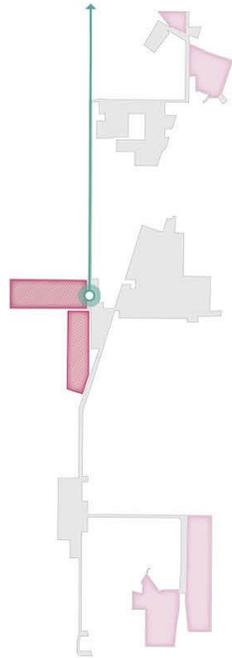
Two important commercial corridors, Ridge Road and Calumet Avenue provide essential commercial businesses and services to the community. Planned and designed streetscape improvements for both corridors will establish identity for these corridors and increase walkability around the station area.



 **Complementary Commercial**

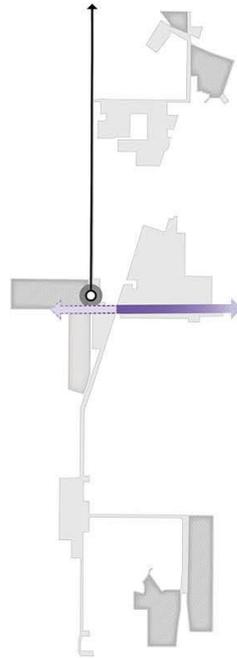
Infill sites and redevelopment opportunities exist along Ridge Road, which should be complementary to the established commercial corridor and surrounding residential neighborhoods.

TOD Planning Process Update – Munster/Dyer Main Street Big Moves



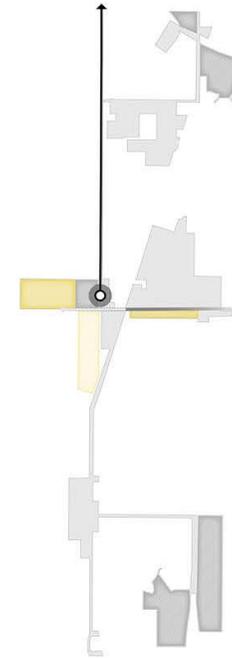
Mixed-Use Town Centers

A transit-oriented development opportunity around the immediate station area exists to the west of the future West Lake Corridor. Development could include medium-density mixed-use with a mix of housing types. A future employment center is supported by existing planned medical office development east of the station. Other development opportunities within the TDD boundary are already being considered and would create additional mixed-use town centers for the community.



Main Street

The planned extension of Main Street to the station area provides crucial access to the station and commuter parking as well as an opportunity for streetscape and mobility improvements to the corridor that can serve both communities.



Residential Neighborhoods

This station area has the ability attract multiple housing types near the station in both Munster and Dyer communities. Key sites in the immediate station area have potential for strong walkable residential neighborhoods.



Legislative Update

Legislative Update

SB 434

- The Senate Appropriations Committee is evaluating a plan by Sen. Eddie Melton, D-Gary, to construct a convention center near the Hard Rock Casino and to reconstruct the downtown Metro Center train and bus station.
- Under the plan, \$18 million a year in tax revenue the Hard Rock is due to begin paying to the state July 1, 2025, instead would be used to construct a \$120 million convention center.
- The money also would pay for an estimated \$90 million rebuilding of Metro station in downtown Gary.
- Appropriations held its first hearing on the bill last week. Since then, Appropriations Chairman Sen. Ryan Mishler, as well as NWI Sens. Ed Charbonneau and Lonnie Randolph, have been added as co-authors. The bill is scheduled to be heard again during a hearing tomorrow beginning at 8 a.m. central.

HB 1046

- Valparaiso Rep. Ed Soliday originally introduced HB 1540, which would allow the RDA to create a transit development district around the city's transit center, currently under construction adjacent to the also-under-construction Journeyman Distillery. It was sent to the Roads and Transportation Committee for consideration.
- That bill was folded into HB 1046 last week. It was subsequently passed out of Roads and Transportation and sent to Ways and Means for further consideration.
- Ways and Means is scheduled to consider the bill at a hearing today starting at 12:30 p.m. central.



Next Steps & Questions

Next Meeting: May 17, 2023